

(1) பக்கங்களின் எண்ணிக்கை 6

(2) புதுக்கித் திருப்பிய நாள் 9/91

(3) ஆதாரங்குறிப்பவர் சுருக்கொப்பம் Al

தமிழ்நாடு ஆவணக் காப்பகம்.

தமிழ்நாடு அரசு

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மு. கோப்புத் தாள் எண்.

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அச்சகம்
பலவகை

நாள் :

28.10.1892 198 .

மடிக்கவோ கண்டபடி கையாளவோ கூடாது

3 sheets.

ஆவண, கா-1-18,008-15-6-87.

Indra

GOVERNMENT OF MADRAS.

FINANCIAL DEPARTMENT.

READ—the following paper :—

Proceedings of the Board of Revenue (Land Revenue), dated 14th July 1892,
Mis. No. 4262.

THE HON. MR. H. W. BLISS.

Read—the following papers :—

From W. A. WILLOCK, Esq., Agent to the Governor, Vizagapatam, to the
Secretary to the Commissioners of Land Revenue, dated Vizagapatam,
9th May 1892, No. 504.

I have the honour to ask that the Board may consider the desirability of some arrangement being arrived at which will allow of Mr. Turner's proposed ghât from Srungavarapukôta across Galiconda into the Araku valley being constructed. At present there is practically only one approach to Jeypore above the ghâts, the Pottangi route. This runs through the north-east portion of what we call the 3,000 feet plateau, the portion immediately inland of Sâlûr and Bobbili. It does little, however, for the south-western portion of this huge area, as the country between it and the road is very rugged and the troublesome Kolab river intervenes. The area immediately inland of Vizagapatam itself is consequently only in communication with the plains by a circuitous route through Pottangi, the first part of which is very difficult, and by the old Galiconda ghât, which, though the second in importance, is in the worst order of all the ascents into the Upper Agency. Mr. Turner commenced the reconstruction and improvement of the Galiconda ghât shortly before he left the district; but, after a large amount of work had been done and the line opened for cart traffic up the worst half of the distance across the range, Government declined to provide any further funds, and I have not succeeded in getting it to reconsider this decision.

2. The following extract from my letter, No. 1025, dated 29th September 1890, printed in G.O., No. 103, Judicial, dated 17th January 1891, will give the Board a good idea of the considerations which led both Mr. Turner and myself to press urgently for the construction of this road :—

"7. I am not prepared altogether to agree with Mr. Turner as to the construction of this ghât as a cart road being worth the total sum it will cost, but I have no hesitation whatever in saying that now that all the most difficult portion has been done it is a great mistake to leave it as it is. The Araku valley and its continuation through Padwa, Sogaru, &c., is a rich and, for the Agency, thickly peopled country. The peculiarly bare appearance which immemorial denudation of the forests has given it makes it look poor and starved, but the cultivated proportion of the area is enormous, and what crops I saw on the ground in December last—principally ragi and niger—were very heavy everywhere. The population is hardy and industrious and very willing to cultivate relations with the plains. It is true that the Pottangi-Koraput road runs only 25 miles distant as the crow flies, but the intervening country is very difficult, and the Kolab river, which is devoid of bridges, fords or ferries and full of quicksands and seems to be in a state of perennial flood, operates as a most effective bar to transit in that

direction during the greater part of the year, and practically the inhabitants of the two valleys have nothing to do with each other. Of all the tracts across the ghâts which can pretend to have been made, that *via* Galiconda is infinitely the worst for the 10 miles beyond Anantagiri. In the first place it crosses a pass about 4,300 feet above sea level, while Lammasingi is about 3,100 feet at the highest point, Pottangi 3,300, Minamalur 3,500 and Mr. Turner's new ghât about 3,650. Then the trace is a bad one and the descent into the Araku valley extremely steep and full of zigzags, while the whole line is much encumbered by large boulders and loose stones, the latter the result of long neglect, but only to be remedied now at considerable expense in re-making the surface. The condition of this ghât cannot for a moment be compared with that of the far less important ones of Lammasingi and Minamalur, and the inhabitants of the Araku valley and the country behind it have certainly got cause to complain that their interests have been overlooked of late years. It is also becoming very evident that the Pottangi taluk is much too large and will have to be divided ere long. When this is done, Padwa will be the most central head-quarters for the new taluk (which will probably include the present Paderu one). Standing as it does on the intersection of the Paderu-Koraput and Araku-Jeypore tracks, Padwa will occupy a central position on the Galiconda-Jeypore road and will be very difficult of access from any other direction. A further small argument in favour of the Galiconda route is that the Kolab river just mentioned is a most formidable obstacle to communication between Malkangiri and the plains during the greater part of the year, but this line avoids it altogether. I have just been visiting Mr. Turner's trace from Anantagiri on, and find it much more advanced than I was led to expect and the country it traverses comparatively easy. The saddle it crosses is about 650 feet lower than the present ghât, which is an enormous gain. The country traversed is comparatively sheltered, Galiconda being very bad in this respect. For about Rs. 10,000 it can be made available for the present bullock traffic, but perhaps it would be safer to say Rs. 15,000. Rs. 25,000 more would open it to cart traffic, while to metal it throughout to Madagada at the foot of the western slope and make it a really first-class cart road would cost an additional Rs. 50,000. From this point an earthen track would suffice for a long time to come, as the soil is peculiarly hard and traffic in the rains would be small, but even on the ghât metalling would not be necessary for some years, as the soil is such as to stand a good deal of cart traffic without serious injury as can be seen between Anantagiri and the plains, considerable number of carts now visiting that place on market days. On the whole I am strongly of the opinion that this trace should be opened up as soon as possible, for bullock traffic at any rate, the revetments, &c., being built so as to allow of its easy conversion into a cart road."

3. One very important point is omitted in the above remarks, and that is that traffic on the Pottangi route has for some months past been almost more than the road can carry. On some days nearly 1,000 carts have passed a single point. This means great obstruction on a narrow tortuous ghât road, in addition to which the grasing capabilities of the land on each side are of course utterly exhausted and traffic much embarrassed in consequence. To make matters worse, this ghât is at the best of times very bad in the matter of water-supply. In an ordinary hot weather water is only obtainable at Sunki and Ralagedda, 10 and 15 miles from the foot; but this year the greatest difficulty is being experienced even at these points, though the monsoon has not been a particularly bad one along this part of the ghâts. Had the failure of the rains been anything like as great between Sâlûr and Pottangi as it was farther south, the cart traffic with Jeypore must have ceased and the supply of food-grain, which has kept this district from famine, have been completely cut off. Indeed the fodder difficulty would probably have done this had I not held up the estate stock of grain in the earlier part of the season and so checked the arrival of traders until the showers of last month revived the pasture above the ghâts.

4. I have not asked for permission to go on with the work from Estate funds hitherto, because the ghât lies outside its limits, the east slope being owned by the Maharaja of Vizianagram, and the west, with an intervening strip of country 15 miles wide, by Pachipenta, and I considered that the expenditure of Jeypore funds on it would be improper in consequence. I find now that my prospects of opening up communication above the ghâts are likely to be much hampered by the small supply of labour available in Nowrangpore and Malkangiri and by the number of other works which we shall have on hand in Jeypore. The only area in which we can do much more than are doing at present is the 3,000 feet plateau, but here all the road work possible with advantage centres on this half-completed ghât. We are at present making the road from Jeypore to the foot of the ghât from Estate and Agency funds, but I am not pushing on the work vigorously, as it seems hopeless to tap this country towards the interior. The natural tendency of the trade is of course to flow in the opposite direction towards the coast, but there the want of a descent to the plains bars

the way. There will be no difficulty with regard to labour in this part of the country, as the population interested in the ghât is about 60,000, comprising some of the hardiest and most industrious classes amongst our hill people—a population which is certain to avail itself to the utmost of any increased facilities for communication with the plains which may be afforded to it.

5. As I think that the expenditure of Estate funds outside its limits would be improper, I propose to ask the Board for an additional grant of Rs. 10,000 per annum in aid of the Government Agency grant and to transfer Rs. 10,000 of the latter from the arterial communications near Jeypore on which it is at present spent to the completion of this ghât. I estimate that I will be able to make a first rate bullock track along Mr. Turner's line for Rs. 15,000 and to open up cart communication with the interior for another Rs. 25,000.

6. I enclose a copy of my Proceedings distributing the Agency grant for the current year. The items which I propose to transfer to Estate funds are Nos. 1, 2 and 3 in the Special Assistant Agent's division. The sanction of Government would of course be necessary, and, should the Board accept my proposal, I request that it may be applied for. For the coming year I will make fresh proposals after seeing how the works progress. I do not propose to submit any estimates as the habits of the people render the employment of daily labour the only way in which the work can be executed. All our other Agency ghâts and works are made in this way and excellent value is always obtained for the money spent owing to the large amount of work a hill man will turn out in a day.

Reference (telegram) thereon, dated 10th June 1892.

"Yours 9th ultimo, 504. Please send biggest available map with all routes to Jeypore, 3,000 feet plateau, river Kolab, &c., marked thereon."

From W. A. WILLOCK, Esq., Agent to the Governor, Vizagapatam, to the Secretary to the Commissioners of Land Revenue, dated Vizagapatam, 6th July 1892, No. 707.

In reply to Board's telegram, dated 11th ultimo, I have the honour to forward a map showing the various approaches to the 3,000 feet plateau on the scale of 8 miles to the inch. This is the largest I have available.

2. The total population of the country above the ghâts according to the last census is 526,315. I had the census taken by police stations and have in consequence been able to estimate roughly the population of various areas. The most densely inhabited part of the country I have colored green and blue, the former denoting the portion which would be served by the new road directly, and the latter that which would naturally depend on the Pottangi ghât. I estimate the population at 70,000 and 280,000, respectively, assuming that the Pottangi road will be so far superior to the other as a road as to defy competition.

3. In looking at the map it must be remembered that it would be easier to place Araku in good communication with the plateau by Mr. Turner's half-completed Galiconda ghât than to make a road across the very mountainous country which intervenes between it and the Pottangi route. Such a road, if practicable, would involve an additional 40 or 50 miles journey to produce going to the coast and would not furnish the stimulus to trade and production which the Galiconda route would supply in consequence of the extra cost of transport.

Resolution—dated 14th July 1892, Mis. No. 4262.

Submitted for the orders of Government.

2. The Agent proposes to divert Rs. 10,000 of the grant made by Government for other works in the Agency to the further improvement in the current year of what is known as Turner's ghât, which is intended to connect Srungavarapukôta in the

plains of the Vizagapatam district with the Araku valley, a well-populated and fertile portion of the Jeypore zemindari to the south of Jeypore. He explains that this tract, though no great distance as the crow flies from the Pottangi-Jeypore road, is separated from it by very hilly and difficult country and by the Kolab river which is impassable during most part of the year.

3. The Board has no doubt that direct communication with the plains and the coast will be of great benefit to the inhabitants of the Araku valley and of the southern part of the Jeypore zemindari. The simplest method of effecting this communication would be to complete Turner's ghât from Estate funds, which the Board would be quite prepared to devote to this object but for the fact reported by the Agent that the portion of the road now to be taken in hand lies altogether outside the Jeypore zemindari in the Vizianagrum and Pachipenta estates. The Agent therefore proposes to carry out the work with Government funds and asks the Board to make an equivalent allotment from Estate funds for the prosecution of the works situated in the estate from which the Government grants will be withdrawn. The Board approves the proposal and requests the sanction of Government to the proposed transfer of Agency funds to Turner's ghât.

(True Copies and Extract.)

(Signed) W. S. MEYER,
Acting Secretary.

To the Chief Secretary to Government, Judicial Department,
with letters and enclosures in original to be returned.
Copy to the Agent to the Governor, Vizagapatam.

Telegram from the Agent to the Governor, Vizagapatam, to the Chief Secretary to Government, Ootacamund, dated 22nd July 1892.
Board's No. 4262, dated 14th July. By Turner's ghât the Board means the new Galikonda trace—not the alternative Pottangi route properly known by that name.

Telegram from the Agent to the Governor, Vizagapatam, dated 22nd September 1892.

ORDER—dated 3rd October 1892, No. 1027, Financial.

The following telegram will be despatched to the Agent to the Governor in Vizagapatam:—

"Government not prepared sanction proposal in regard to Galikonda ghât."

2. Orders will issue in the Public Works Department deputing an officer to go over the line and to furnish a report and approximate estimate of the cost of completing it.

3. The use of different names for ghâts and traces is confusing. This particular pass should invariably be called the "Galikonda ghât."

(True Extract.)

J. F. PRICE,
Chief Secretary.

To the Agent to the Governor, Vizagapatam.
" Public Works Department.
" Board of Revenue (Land Revenue),
with one enclosure and map returned.
" Judicial Department.

Exd. A. Raiff.

2987

Govt. of {1892} Madras.
FINANCIAL.

Issued

Recd.

Encl.

G.O., 3rd October 1892, No. 1027.

OCTOBER.

Galikonda Ghat.

Stating that the Government is not prepared to sanction the transfer of funds from Agency works for the —, and directing that orders issue in the Public Works Department deputing an officer to go over the line and furnish a report and approximate estimate of the cost of completing it.

N^o 2987 of 28th October 1892
Communicated to the

Superintending Engineer
I think who will ar-
range to carry out the
instructions in para 2
of the Government order
with the least possible delay

(Sd) G.T.W.

S. S. I. A. I. I.